## THE FENIANS.

GEN. MEADE GONE TO EASTPORT.

CONTINUED SCARE AT ST. ANDREWS.

Troops and Gunboats Reintorcing the Place.

A Fenian Fleet of Fifteen Vessels Ready to be Launched on the Lakes.

Secret Trial of Murphy and

His Men.

SOME OF THE TESTIMONY OBTAINED.

ADDITIONAL ARRESTS IN TORONTO.

In American Naval Squadron of Seven Vessels to Guard Our Neutrality.

General Meade Gone to Eastport.

PHILADELPHIA, April 17, 1866. General Meade and staff left for Eastport, Maine, to-ay, it is supposed in connection with the Fenian move-

ir Naval Squadron to Watch the Femians and Protect American Fisher-

The flying naval squadron for duty in the Eastern raters has finally been determined upon, and is to conk of Acting Rear Admiral. The squadron is to leave St. Lawrence, Bay Chaleur, and other points on the

St. Andrews, N. B., April 17, 1866. od deal of excitement at this point. Voleers are flocking from all quarters. Her Majesty's The Lieutenant Governor and suite are expected by

train from Fredericton this evening. The Governor nes to meet one regiment of regulars, two companies ness here is almost entirely suspended.

The New Branswick House of Assembly adjourned sterday for one month. The incoming government is nese officers is expected in a few days. It is said posi-vely that the new government will suspend the haboas

Our Eastport Despatch.

EASTFORT, Me., April 17, 1866. with arms consigned to B. Doran eized on her arrival at this port this morn-

igton to strictly enforce the neutrality laws.

Mr. Killian addressed a meeting at Calais last night, at sich he stated that the Fenjans had not come to invade e provinces. His speech has elicited much apprehen-on, but increased the mystery as to objects of the Fe-

Our Montreal Despatch.

MONTREAL, April 17, 1866 A government detective, who has just made a trip or American side of Lakes Erie and Michigan, reports ose lakes fifteen vessels, besides schooners and loading with field artillery, equipments, ores, &c. He also reports large shipments of arms to ong the American frontier,

The Trial at Cornwall.

CORNWALL, C. W., April 17, 1866. Contrary to all expectations, the magistrates at their setting this afternoon decided, by advice of Crown Atorner Pringle, to conduct the examination of the sus-octed Fernans with closed doors.

e prisoners, protested against the proceedings being te, alluding to the fact that all the recent political ials in Ireland had been open to the public. Great dignation is felt at this extraordinary and unprece

ected with the press, has been sent for from Montreal, ad will soon reach here to give evidence against the

SECOND DESPATCH. Upon the close of the proceedings to-day the magis-ates, with great good nature, revealed on the street all at had transpired. There have been four witnesses nto, testified that Murphy had asked him to sell the id that twenty-five thousand dollars had been sub Detective Spence testified that on last 8t. Patrick's y Murphy had made a seditious speech, and had said at twenty-five thousand dollars had been sent from shorts to O'Mahony.

Mr. Orr, of the Toronto Globs, testified that beireported a speech alluded to by Spence, but was unable to say hether it was legally treasonable. It seemed to have

Colonel Wheeler acts in the most reckless manner. On sing from the court room he turned to Judge Jarvis ed said, threateningly, "I shall owe you something, " He openly acknowledges his connection with Fe nism, and says that Sweeny will soon be here to lib-

ate him.'
Ex-Attorney Genera' Macdonald, the prisoner's counsel, obliged to leave for Ottawa to-night. It is uncertain he will succeed him as counsel for the defence. Sparr, one of the St. Albans raiders, is here, staying th the Sherid.

e close of the trial, probably until the first of June. The apprehensions of a raid are subsiding.

The Toronto Despatch.

TGRONTO, C. W., April 17, 1866. Another Fenian arrest was made yesterday, at Oak-lie, of a man named Welch. He was sent to Corawall r trial. The examination of the Fenian prisoners will gin to-day. It is thought probable the result will be a committed of all of them for trial at the next assigns.

British Troops at St. John and St. Stephens. Sr. Joun, N. B. April 17, 1866.

Her Britannic Majesty's steamship Simoon arrived here to-day with the First battalion of the Twenty-second regiment from Malta. CALAIS, Me., April 17, 1866. Three hundred regulars are expected at St. Stephens o-morrow, and a similar number at St. Andrews.

Fenian Meeting at Calais.

Calais, Me., April 17, 1866.

A large Fenian meeting was held at St. Croix Hall last night, and was addressed by Messrs Killian and Sennott. ormer spoke for an hour on Ireland's wrongs, but ed that in the efforts of the Brotherhood to free and they would respect the laws of the United States, aid the Americans owed the Irish a debt of gratitude for their assistance during the late struggle, and now was their time to assist Ireland in her hour of need. for their assistance during the lage struggle, and now was their time to asist Ireland in her hour of need. They could do this by sympathy and by furnishing arms or the means to buy them. It was the true policy of the American nation to prevent the establishment of a monarchy north of them, as was foreshadowed in the British scheme of confederation. If those opposed to the measure in the provinces were to revolt on account of it, the Fenians were ready to assist them, and in doing so would be carrying out what was the true American policy. If the Americans wanted to remove monarchy from Mexico, how much more careful ought they to be that there is not one established at Ottawa. He declared it to be the intention of the Fenians to continue holding a convention on the border until the confederation question was settled. Every difficulty that arose under the British flag gave hope to an Irish robet, and every man that had sucked an Irish mother was a robel against British tyranny. The Besery question was another which the Fenians would see was justly settled, which could only be when Great Britain gave up her unwarrantable claims. He dwel largely upon British neutrality during the late war, and made a strong appeal to the sympathies of the people of Calais on this point. The meeting was attentive, but not enthusiastic. The appliause proceeded chiefly from a knot of Fenians in one corner of the hall, who received the signal from the piatform.

Mr. Sennott made a long and ranting blood and thunplatform.

Mr. Sennott made a long and ranting blood and thunder speech, which amounted to nothing. Both speakers emphatically stated that they did not intend to invade the provinces. But, in conversation with a gentleman after the meeting had adjourned, Mr. Killian refused to answer the question why they were seeking to arm a force on the frontier.

Head Centre O'Mahony.

Last night quite an excitement was created at the Ge ladies of the fair, and had to contribute largely to the

several stalls and tables. In obedience to a general mob of the assemblage,

Mr. Streinks J. Meany rose and called the meeting to order. He said the Head Centre, the true and tried friend of the Brotherhood in America, was present, and he would not presume to do more than say that John O'Mahony would speak a few words. (Cheera,)

Colonel O'Mahony rose amid repeated cheering. He said:—Ladies and Gentlemen, Fenian Sisters and Fenian Brothers—Though it would be out of place for me to trespass upon you with a long discourse, or interrupt the patriotic, nay the plous, work in which you are engaged, still I cannot leave this hall without returning to you my thanks on the part of our brothers in Ireland in whose cause and for whose support you are assembled to night. (Applause.) I trust lint your labors will bear fruit worthy of the patriotic intentions that direct them, and that this Brotherhood and this Sisterhood will continue to labor still on and still earnestly, and never zive up the holy cause till Ireland takes her place among the nations, independent and fr-o. (Cheera.) This Brotherhood and this Sisterhood will continue to labor still on and still earnestly, and never zive up the holy cause till Ireland takes her place among the nations, independent and fr-o. (Cheera.) This Brotherhood and this Sisterhood will to make the predominant progress and prosper until the Irish people can proclaim passions in every true Irish heart. (Cheera.) The Fenian Brotherhood progresses and prosper in spite of all obstacles, and will to the world that Ireland is free, and that honor and glory have been gained by the pride of the people of Banba. (Great cheering.)

The usual matines performances will take place at Wood's theatre, Broadway, and Tony Pastor's Opera House, in the Bowery, this afternoon. Blind Tom an-nounces a grand matines as Irving Hall.

MISS LUCY BUSHTON'S BENEFIT. As has been previously announced, the benefit of Miss Lucy Rashton takes place at her theatre this evening, when Shakspere's play As You Like It, with the beneficiary as Rosalind, will be brought out in very handsome style. An excellent company, composed of volunteers from the best of the dramatic profession of the city, will undoubtedly present the piece in as fine a style as it could be given at any other New York theatre. The rush for takes and secured seats vesterally was encouraging to the lady manager, who, during a part of to-day will take the position of treasurer and dispose of the remainder of the house privileges for to-night in person. A full auditorum and a pleasant occasion are confidently anticipated.

with a mirth-leving audience, who throughout the entire evening evinced the greatest pleasure, and frequently interrupted those on the stage with uproarious laughter and the heartiset applians. The Troubles at the Metropolitan set the audience in an uprear, and many of the fun-provoking icense in various other pieces were unanimously encored, and had to be gone through with two and three times before the spectators would be astained. The comic songs and ballads were of the best possible order, but we would intimate that it would be very judicious if this particular portion of the programme were to be a little mere varied and changed more frequently. We need only add in this connection that there is one ballad now on the bills of three of our leading minatrel companies which has been sung for nearly one whole year without incrmission by almost every minatrel company in the country. with a mirth-leving audience, who throughout the entire

There is much alarm about the levees, on account of the high water above. It is feared that the whole Lower Mississippi will be overflowed. Heavy rains have nust be replanted.

on her way to Mexico. She has a letter from President Johnson, saying no passport was necessary; but the Provost Marshal required it. Emigrants to Mexico are numerous. Several new steamers are advertised to sail for Vera Cruz. An agent is here soliciting subscriptions for Lee's professorship in the Washington College, Virginia. West India shipping has been released from quarantine.

West India shipping has been released from quarantine.

The total of deaths for the week is 106. There is no tendency to any particular disease, and the city is perfectly healthy though crowsed.

The post of Port Hudson will be broken up and the works dismantled.

The Eighth Illinois infantry and the Nineteenth Pennsylvania cavalry, of the Louistana State garrison, have arrived here for muster out.

The Methodist Conference is discussing the Daggett case with closed doors.

The first race to day, mile heats, was won by Sarah K, and the second, three mile heat, by General Rousseas. Time of the latter, 6.41.

Mayor Moirce and Alderman Nixon have gone to Washington for pardon.

General G. T. Heauregard was elected President of the New Orleans and Jackson Railroad to-day.

The Death of Ole Bull Contradicted.

BUTFALO, April 17, 1806.

A private despatch to the agent of the Associates
Press here says there is no truth in the report of the
death of Ole Bull, the celebrated violinist, and that he
has not been in Quebec for years.

Mrs. Jeff. Davis in Montreal—The Sup-posed Deering Marderer, Toxosto, April 17, 1866, Mrs. Jefferson Davis is in Montreal. The supposed accomplice in the Deering murder, who was arrested at London, has been remanded until Thurs-day to hear from the authorities.

News from Texas.

Gaivesros, April 15, 1866.

General Gregory has returned from a tour in the sterior. He reports that vicerous plantation work is successful, and the crops will be the largest ever raised in the State.

Commissioners leave Gaiveston to day to report the new constitution and the ordinances of the Convention to the President.

News from Tennessee.

News from Tennessee.

Nauvilla, April 17, 1866.

There was a passage at arms in the House to-day between Mr. Woodruff, editor of the Union, and General J. P. Brownlow, the latter denouncing Woodruff in the stroncest terms. Pistois were drawn, but the parties were finally separated.

The trial of fruner has been resumed. Bruner's counsel objected to indefinite specifications as to time and place. The Court overruled the objections.

Colonel J. F. Rustling, formerly chief assistant quartermaster, Department of the Cumberland, has resigned, and will soop leave for the North.

THE CAR DRIVERS' STRIKE.

CITY TRAVEL STILL INTERRUPTED

The Companies Obdurate, Strikers Determined, New Drivers Incapable and Policemen Indignant.

Mass Meeting in Sympathy with the Strikers.

Rioting Up Town-Several Arrests Made.

City travel still remains in the unsettled state in which it has been for the past few days, nor does there seem to be any likelihood of a speedy return to the usual regular traffic. It was supposed that yesterday would see a material change for the better, and, indeed, in the what regular, but towards evening the same state of

the routes ceased running.

THE STRIKERS. The greater number of the strikers still preserve that order and quiet which has characterized their conduct since the strike commenced. Some of them, viewing the state in which matters are, have become despondent while their companions urge upon them the ne-cessity of "hoping for the best." This morning a comand make them aware of the propositions made by the car drivers. These propositions are perfectly fair and honorable, and it is sincerely to be hoped the companies will be sufficiently wise to accept them. A committee of six gentlemen outside of the car drivers altogether has been appointed to meet a similar number to be chosen by the various companies. These twelve gentle-men shall discuss the matter calmly and considerately, and as the drivers thus are willing to place their cause in the hands of disinterested parties, it seems only likely that the companies will do the same. Should this overture on the part of the men be not met properly the consequences may be disastrous. A mass meeting of the drivers will take place in the City Hall Park this afternoon, at four o'clock, at which several gentlemen will speak. Subscriptions are still being received in aid of the strikers.

noon, at four o'clock, at which several gentlemen will speak. Subscriptions are still being received in aid of the strikers.

On many of the lines of railroad in the city all the cars are driven by inexperienced hands, whose management of the reins and brakes would be amusing if it were not dangerous. No better skill can be expected from men who have never driven, if, in fact, they have ever seen such institutions as horse cars; but this excuse, though it may serve for the nen, will certainly not for their employers, the companies. In traversing one block, in a journey to Harlein, the average mishaps are four collisions with other vehicles, two cases in which the pole of the car comes in contact with the preceding conveyance, and three instances in which crossers are most miraculosely saved from being trampled under foot—certainly a sufficiently dangerous catalogue. The men themselves are aware of their deficiencies and in many cases threw up the reins after making one journey. There is a wholesome fear among them continually that they will be beaten at each corner they come to, and but for the presence of the police many of them would not drive at all.

It was supposed the police would be taken off the cars yesterday. Many of the cars were without them in the morning, but towards noon their blue coats and shiny buttons were still visible on the front platforms. This travelling under guard, as it were, is very unpleasant to the passengers, and to none is it more disagreeable than the policemen themselves, who inveigh continually against their hard fate. They say, and truly, that though good looking they were never intended for this wholesale inspection and consequent admiration of the public. Besides, in many cases they have to handle the brakes and even the reins, to save the ear on which they may be from collision. This to men trained to light, easy work, they say is hard. They are beginning to look ill. The want of exercise is telling upon them, and the absence of the accustomed beat is felt greatly. Then th

bly reached in two hours more.

FIRST AND SECOND AVENUE LINE.

The directors of this line persistently hold out against the demands of their employes. There were yesterday fifty of the seventy cars, the full complement, running, all supplied from the importations of greenhands into the city. The officers of the company say that they can get plenty of drivers and are perfectly independent of their old hands, who they assert are heartily sorry at their conduct in the matter. The men, on the other hand, seem to be more determined than ever, and assert that the company dare not much longer intrust its stock in the hands of the incompetent men in which it now is. The road is becoming more unpopular each day, they say, and the conduct of the company goe far from improving it in the opinion of the public. The cars on this line, as on the others, stopped running at eight P. M.

proving it in the opinion of the public. The cars on this line, as on the others, stopped running at eight P. M.

THE THIRD AVENUE LINE.

Yesterday morning the Fresident of this line addressed the strikers at the depot, promising them that, should they return to their work, he would see they got what was just and fair. On this assurance a large number of the men went to work, and everything promised a resumption of the regular traffic. During the journey down to the City Hall the men had leasure to rominate on the speech of the President. The company would do with them what was 'just and fair;' but the company considered the miserable pittance of two dollars as 'just and fair;' therefore they would receive no increase of wages. Having thus weighed the matter a deputation waited upon the President and asked him would they receive the advance of fifty cents, for which they had struck. He said he could not guarantee them that; so the men, in high dudgeon, commenced again to tie up, and each car on its arrival at the depot was forsaken by its driver. The green hands again essayed the reins, and the traffic on the line respective the saws forsaken by its driver. The green hands again essayed the reins, and the traffic on the line respective the burnan forbearance, it is to be feared that, should some decision not be arrived at soon by the companies, there may be trouble, not only on this but the other lines. All traffic ceased on this line at eight P. M. Another version of the difficulty between the President and men is given in the accompanying card:—

CARD FRON THE THIRD AVENUE DRIVERS.

TO TER ENTOR OTHER THIRD AVENUE DRIVERS.

and men is given in the accompanying card:—

CARD FROM THE THIRD AVENUE DRIVERS.

TO THE EDITOR OF THE IDEALD.

Will you be kind enough to publish the facts in regard to some of our association going to work on the Third Avenue Railroad for a short time to-day? When our committee called on the President, Mr. Squires, in the morning, he told us to go to work and we should have two dollars and fifty cents per day. Most of the men at two dollars and fifty cents per day. Most of the men at once resumed their places on the cars; but learning from authority that the Directors had again determined that our pay should be only two dollars, they all 'titled up' again, and we are once more waiting for a fair living remuneration for our services. THOMAS LEVINS,

President Car Drivers' Association.

NEW YORK, APRIL I, 1896.

NEW YORK, April 17, 1866.

None of the men on this line have, up to the present time, returned to their allegiance, and the cars are all run by green hands, who are indicting no end of damage on the company's stock. The men here had put some faith in the directors of the company, and hoped that before this some conclusion would have been come to; but as yet there has not been this least indication of a change. The company still continues to run its steam cars down as far as the depot, which is directly contary to law, and yet the police have not, nor do they seem to intend to take any action in the matter. Great indignation is felt by the persons living along the route against the conduct of the company in refusing to accede to the demands of the drivers. About one-half the usual complement of cars are running, and, as on the other lines, all trafte was desisted from at eight P. M.

ELECCERE STREET LINE.

At nine A. M. restreet BTREFF LINE.

At nine A. M. restreet BTREFF LINE.

At nine A. M. restreday there were thirty-four care running on this line, almost the full complement. The drivers are all new, and as this, above all other roads in the city, is remarkable for the frequency of its turnings, there are no small amount of collisions occurring during each trip. The company has made no proposal to the men, who still hold on.

the men that the company had asreed to their terms, but they found in a short time that such was far from being the case. There were of course the usual number of collisions and marrow escapes during each trip, and many persons have become so frightened at the frequency of accidents on this line that they prefer to walk from as high up as Fortisth street, to placing themselves at the by no means tender mercies of the rockiess and inexperienced drivers. The company is dong incaculable injury to its reputation as well as its stock by acting as they have been doing for the past few days.

EIGHTH AVENUE LINE.

No improvement in travelling facilities marked this line yes erday. The men in the morning hearing that those on the Third avenue had gone to work on the increased pay, joyously anticipated similar treatment, but soon after the news of the proper state of affairs made them again despondent. There were running on this line through the day scarcely thirty cars, and traffic was entirely suspended at eight of clock in the evening.

AN ATTEMPTED RIOT.

tirely suspended at eight o'clock in the evening.

AN ATTEMPTED RIOT.

Last evening, on each side of the city, a riot was anticipated, and procautionary measures were taken to prevent the same by the police. At twenty minutes to six P. M., on the Second avenue, near Thirtieth street, a disturbance took place, the strikers, or their friends, beating several of the new hands and stoning the care. Captain Wilson and Sergeant Robbins, with a reserve of the Twenty-Irist precinct, were shortly on the ground, and in a quick time the rioters were dispersed. The police made four arrests, viz.—Jax Councily, Peter Flood, Peter Simmons and Hy. Dixon, all said to be drivers. They were conveyed to the Twenty-first precinct station house. Up to a late hour last eyening there was no other disturbance.

was no other disturbance.

MEETING OF CAR DELYRRS.

A meeting of the car drivers of the Twentieth and Twenty-second wards took place hast evening at Centinental Hall, corner of Eighth avenue and Thirty-fourth street. The hall was filled by the drivers and their friends. A band of music was present. William J. O'Brien was elected chairman and Cornelius Holocomb secretary.

friends. A band of music was present. William J. O'Brien was elected chairman and Cornelius Holcomb secretary.

Mr. O'Brignes said that the object of the meeting was to assist the drivers to obtain a very small day's wages for a very large day's work. The revenue tax is a clear gain to the companies of three or four per cent, because of the extra fare charged. It would be to the interest of the cornanies to rise the wages, to interest the drivers in the work. One of the presidents said that he thought of reducing the wages, because he considered one doltar and a half a day more than they were worth. The public sympathy, the press and the Common Council were with the movement, and such arbitrary and unfair and foolish opinions gave way. He had no doubt but if the near held out in the proper april to the end of the week all would be well.

A GENTIAMAN, who declined to give his name, heard that one of the principal officers of a company had said that \$900 a year would be paid to drivers and \$1,200 to conductors if they would not steal. He did not believe there was a man among the whole body of drivers and conductors who would steal. Justice would prevail. He had no more to say.

Grozara Rietta, a conductor of the Third avenue road, would advocate the rights of humanity if he got his valentine (decharge) in the morning—(laughter)—or if it cost him two dollars a day. Though he stood on the other end of the platform, he was with the driver. He would drink success to the cause in a glass of cold water. (Cross of "That's cod," and laughter.) He recommended them to agitate the question. All the workingmen of the city are in sympathy with the drivers, and one had just informed him that he would go and recommend his society to contribute \$200 to the cause.

Mr. Horren announced that he was so tired laboring in

and recommond his society to contribute \$200 to the support of the cause. He wished every success to the cause.

Mr. Horrix announced that he was so tired laboring in the cause that he could not address the meeting.

Mr. McQuant, an ex-conductor, thought the monopoly had lasted too long. There is a ring in the business in which it is arranged that no dividends of profits shall appear. It is said there are no profits. No, because they invest it in real estate and railroad property by the million, and they do not tell that. Their object is to crush the driver, more than anythmic else. They are despotic. The very horses are striking. He saw one of them striking to-day against work, and the driver could make him go neither one way nor another. (Laughter.)

Mr. McGill, who was announced as the poet of the Twenty-second ward, sang an original song appropriate to the circumstances, which was received with great applaines, and was encored.

Mr. Parsons had come to encourage the drivers to maintain the position they had taken up. The truest principle of positical economy is that the wealth of the land is the labor it possesses. The bane of the old world is that money and land have been concentrated in the hands of a few. These are monopolies. What is the result? That one man is rich and nine are starving, and the people have to die a emigrants. This is where the American system has the advantage of all others. The Camden and Amboy Raifroad of New Jersey controls that State, and the New York Central controls this state, through the Legislature, and he had heart that \$10,000 had been sent to Albany in the past week to assist the monopolies to tyranuize. These companies will not sell their stock of the New York Prime. These companies have a monopoly by grant from the Legislature, which makes competition impossible and destroys the equality between labor and capital. The was not in favor of strikes in general, but he was in favor of this one, and the primciple involved in it is the one which was tought for and settled in th

South—the monopoly of labor; and every man who opposes the drivers in this matter of having the right to
own their own labor should have fought and perished
on the side of the Southern siaveloiders. Labor is dignity, and all public measures are regulated by the opinions of laboring men. (Applause.)

Jorn Hexay Foy, President of the Early Closing Association, next addressed the meeting, and said he had
not heard one word against the strike since it commenced. The only object he had was to assist them.
He proposed that each man on the platform contribute
something now. (Applause.) He handed his mute to
the chairman, and he hoped all the rest would do like
wise. He would show the monopolists that more could
be done than talk. He would go with the chairman tomorrow, and guarantee to raise more than one hundred
dollars for the movement before night. He read the
vote in the Assembly on the ten-hour question for
drivers' day's work, which called forth three cheers.
The Senate was favorable, and the Governor too.
(Cheers.) He recommended peaceful and dignified conduct on the part of the drivers in the future, as well as
in the past. His society would help them with money
if necessary.

Other speakers and contributions followed, and the

The communication of the Treasurer of the Second Avenue Railread in your columns to-day shows conclusively that we have one corporation among us which is not soukes. This company, by the Treasurer's showing, are out of pocket \$112,953.85 in their endeavors to supply the wants of the travelling public. We have no right to deny the truth of that assertion. He says, the books are open for examination. A few more facts may be stated in connection with the above. First, the accommodation is not at all adequate to the wants of those who are compelled to use it to reach their employment and go home arain. Thousands of daily sufferers can bear witness, and thousands of witnesses of their daily sufferings in over-crowded vehicles can back the testimony, that our improved traveling conveyances have become leathsome places of confinement, with torture included. Secondly, the employes on the road get miserable pay, work too many hours, and the system by which this labor is regulated is such as no respectable business firm could ever think of inaugurating. Thirdly, crueity to the dumb brute, which is unable to give expression to his west. How often have I dragged my weary limbs homeward sooner than I would be a participator in the crime of crueity by adding my seight to the packed multitude which the poor brutes were struggling to carry.

I hope our city authorities will take notice of the fact that this road is offered for sale by the Treasurer "cheap," that we can get back those streets for the use of the public once more; that the Corporation of the city can own his railroad by paying for its cost, inaugurate a new system, give licenses to different persons to run vehicles for the public accommodation. Let there be a competition on the line instead of a monopoly. By doing so they will be entitled to the gratitude of the public and more particularly the following:—First, the general stockholders, who are losing money; second, the suffering passengers, who are overworked, fourth, the dumb brutes who are tortured out of exi The communication of the Tressurer of the Second Avenue Railroad in your columns to-day shows couclu-

Recting of the Shipjoiners.

At a large and enthusiastic meeting of the Shipjoiners' Association, held yesterday morning at Columbia Hall, after the transaction of some routine business and the discussion of the consolidated labor question, a series of resolutions was passed, in which they state that the shippoiners would boildy sustain and give their heartiest to experation to the eight hour movement. The resolutions decounsed the card of the master shipprights, and set forth that "four-fifths of the mechanics of New York and the adjoining vicinity work ten hours per day and not nine, as declared by the master shipprights and caulkers; and that four-fifths of the shipprights do not receive \$4 50 per day, as nated by their employers, their pay being \$4, and in many instances less."

The concluding resolution read as follows:

Resolved, That wa, the shippiners of New York and vicinity, believing the interests of expital and labor dependent upon each other, shall stand prepared immediately through our Resolutive Committee, to receive and submit well through our Resolutive Committee, to receive and submit expendents none of those peculiar methods has been been considered to a submit of the shippiners of the submit of

STATE CAPITAL.

Defeat of the Crosstown and Underground Railroads in the Senate.

THE NIAGARA SHIP CANAL BILL PASSED.

Passage by the Assembly of the Bill Regulating liours of City Car Conductors and Drivers.

DISCUSSION OF THE CITY TAX LEVY.

Friday Fixed for the Final Legislalative Adjournment.

Our Albany Correspondence. ALBANY, April 17, 1868. THE CENTRAL BAILBOAD FARE.

The Senate to day debated at length the bill regulating the rate of fare on the Central Railroad, in accordance with the speed of trains. No amendment was made to it, although a number were urged for purposes of dis-

with the speed of trains. No amendment was made to it, although a number were urged for purposes of discussion. It was ordered to a third reading with a vote which would indicate its passage.

Mr. Littlejohn's project of a ship canal around the Falls of Niagara passed the Senate to-day with the amendment as ordered to a third reading last night. The advocates of the bill acknowledge that the provision which postpon is the franchise until after the Eric Canal is enlarged renders it all but nugatory. They console themselves, however, with the vindication of their idea which this endorsement gives the scheme, and they hope to return next year and straighten out the tangle.

Mr. Jenkins succeeded to-day in gaining, after three refusals, unanimous consent for the passage of a bill to regulate and remedy the difficulty between the car drivers and the railroad companies. It passed the Assembly to-day, and will now come before the Senate, as follows:—

AN ACT TO REGULATE THE HOURS OF LABOR OF DRIVERS AND ORNICOS OFFICE OF SAME YORK.

The people of the State of New York, represented in Senate and Assembly, do chact as follows:—

Nacrios 1. On and after the first day of May next every person who shall be employed to drive or act as conductor or or on any railroad car for the conveyance of passengers in the city of New York, or to drive any stage, omnibus or special oscent in said dity, shall not be required, energy by special agreement, to work more than ten hours per day, and samicate time shall be given them for the procurement. Sec. 2. This act shall not affect, contracts by the year, month or week.

of their meals.

Sec 2. This act shall not affect, contracts by the year, month or week.

The Assembly bave an until midnight discussing the New York city tax levy. After a protracted and stormy discussion it has been ordered to a third reading. A large number of amendments have been adopted as reported by the committee. Others have been changed from the report, and still others added. The change from the report, and still others added. The change from the report, and still others added. The change from the Tax Levy, aspassed by the Senate, is very maerial; but the alterations are so varied and conjused that no details of them would be expedient, smore still other changes will be made in the morning on the third reading of the bill. It will then go to the Senate, and to account the conference, of course. The amendments by the Assembly to-night struck out all qualification of the Corporation advertising and certain sections relative to the limitation of expenditures and the creation of liabilities under penality of punishment for misdemeanor.

Mr. Jenkins followed up his bill, passed to day, regulating the hours of car and stage drivers, by a clause in the tax levy, which will prove a thorough relief to the people, by providing for the issuing of omnibast licenses by the Mayor, and the reduction of counsellment is included, providing that the election of Counsellmen shall include five from seat Secatorial district. Although the list of amendments added in the Assembly is quite numerous, there are but two or three, such as the Charles levilin claim of \$168.000, that make any very large addition. They are cheely minor claims and charitable appropriations, ranging from \$3.000 to \$10,000 each, making in all some \$300,000, including the levilin claim. It is futtle to counserate them at the present transition stage of the tax levy.

The corridors are littered with boxes and baggage, indicating the adjournment clees at hand. The rush of delayed business will scarcely admit of intelligent equi-

dicating the adjournment close at hand. The rush of delayed business will scarely admit of intelligent enumeration.

RAHEROADS.

The afternoon session of the Senate was devoted to clearing out the measures which have engaged the most interest for some weeks. The Plattsburg and Whitehall Raifroad and also the Susquelanna Raifroad were passed finally. The underground road was charly killed, after considerable discussion; but very little demonstration either of strength or feeling about it.

Thus the Christopher street Creatown was put through the Committee of the Whole and killed in ordering at to a third reading.

The raifroad men retired gracefully and acquably from the field, and only the Broadway Surface and the Central Raifroad Fare bulls remain to be dispussed of now. The latter was ordered to a third reading to day, and was sustained in flebate with a promising toleration. It is expected to come up and pas to morrow.

In this category, however, will be the last efficient of the Board of Control, which made its appearance in pamphiet form to day. It was printed under the head of amendments to the tax levy, and proposed a board of appointment, comprising Peter Cooper, Hamston Field, John C. Green, John Sicoson, James Harper, Alex W. Bradford, Charles O'Cone, Wilson G. Hun, James G. Rosserett, Thomas Jerentsh, Samuel J. Tilden and William B. Buhran, to nominate and appoint a board of five commissioners, having very extensive and comprehensive control over all the boards and departments in the city of New York, as discussed in regard to the Board of Control. This was to have been offered as an amendment in the Assembly to night, but its advocates failed to make the effort, finding no prospects of its adoption.

Renate.

EVENING SERRION.

BILLE PAPER.

Incorporating the Traders' Exchange. Incorporating the Bond Deposit Company of New York. To facilitate the construction of the Whiteshall and Plataberg Bailroad; it appropriates \$50,000 per mile for ninety miles; passed by 24 to 8. To and in the construction of the Albany and Susquenanna Railroad. It appropriates \$500,000 For the relief of General Ward B. Burnett; it appropriates \$3,000. Incorporating the Harlem River and Portchesser Bailroad Company. Authorizing the appointment of consers to beaute an asylum for the insane on the Hadson. For a railroad between the villages of Jamaica and Hempsteed. In Queens county. The Hudson Avenue (Brooktyn) Railroad bill. Relative to the Brooklyn and Greenpoint Avenue Railroad toll. Authorizing the Long Island Railroad Company to mirroase their capital stock. Authorizing the companies are their capital stock. Authorizing the edge of Baffalo to borrow \$200,000 to subscribe to the capital stock of the Buffalo and Washington Railroad Company. To provide for the more speedy determination of charges against officers make to be ramoved by the Governor. To limit the liability of innicepers.

The Nisgars Ship Canal bill was amended so as to provide that the act shall not take effect outful one ther of locks on the Eric and Gewego canale shall have been enlarged so as to permit of the passage of boats two hundred feet long and twenty-three feet wide.

The Centra Railroad Fare bill was ordered to a third reading. A motion that it have its third reading. A motion that it have its third reading lemmediately, requiring a two-thirds vote, was lost—14 to 8.

A FTERNOON SESSION.

Passing by the convenient votes—
Ayes—Messex, Andrews, Harrett, Chambers, Collins, C. G.
Cornell, Godard, Humphrey, Kilne, Parsone, Standford,
sutherhand and Williams—II.

Noyes—Messex, Cataliell, E. Cornell, Crawley, Folger, Gibson, Hayt, Le Ben, Lent, Low, H. C. Murphy, T. Murphy,
O'Ponnell, Parsone, Residence, Willey, Walcott and Wood—IV.

O'Connoil, Pierren. Semions, Wilber, w about and w code-ti-The Precident declared the bill lost. Hr Lavr, (rep.) of N. Y., moved to reconsider the vote, saying his object was to move at the proper time an emendment requiring five hundred thousand dollars to be paid for the franchise in ten equal annual installments, according to a proposition made by Mr. A. T. Riewart. The Semate refused to reconsider by the following vote, and the Precident declared the bill again lost:

Kline, Lent, T. Murisby, Parsons, Platt, Stamford, Sutherland, Williams, Collins and C. G. Curuell—14.
NATS—Mexics, Anarews, Campbell, E. Cornell, Crowley, Folger, Othono, thay I. Bau, Low, H. C. Murphey, O'Donnell, Pierson, residents, William, Woolst and Wood—16.
The Senate next refused to reconsider the adverse report on the Underground Railroad bill by the following vote:—

Vicas-Messra, Campbell, Gibson, Godard, Hayl, Low, O'Donned, Platt, Seedons and William 9. Nays-Messra, Andrews, Harnett, Chambers, Collins, C. G. Cornell, E. Cornell, Crawley, Foigar, Humphrey, Y. Murs-phy, Parsons, Pierson, Stamford, Sutherland, Williams, Wol-cott and Wed-17.

cott and west-if.

The President declared the bill lost.

The Supervance charity bills.

Mr. Sessows, trep.) of Chantaqua, reported the Supply and State Charity bills, and they were made the special order for to merrow neorning.

The Senate then adjourned.

Assembly.

Almany, April 17, 1866.

Taxation of mank stocks.

The bill pending for the taxation of stockholders of banks was referred to the Judiciary committee, to report

ing. The bill wis made the special order for the evaluation.

By Mr. Termin, (rep.) of Suffolk—To amend and enlarge the powers of the American Institute.

By Mr. T. E. Strawar, (rep.) of New York—Relative to the New York State Institute Asylum.

By Mr. Stries, (rep.) of Chautauqua—To amend an act to widen the Broadway and Bloomingdale road between Filty seventh and Fifty intath Streets.

10 ADDOLES ON FRIDAY.

A concurrent resolution to adjourn rime die on Friday at twelve o'clock noon was adopted.

EVENING SESSION.

The bill to prevent the introduction and spread of the rinderpest and protect sheep and cattle was ordered to a third reading.

THE NEW YORK CITY LAI LEYY was taken up and discussed in Committee of the Whole until nearly cieven o'clock. Before the bill was gone through with progress was reported, and it was ordered to a third reading by a vote of 36 to 21. The items added since the bill came from the Senate amount in the aggregate to about three hundred thousand doilars.

Adjourned.

THE SAN FRANCISCO EXPLOSION.

terious and Patal Explosion in Wells, Fargo & Co.'s Office, San Francisco—A Remedy Against Such Disasters—Another Wyoming Hotel Affair.

een to twenty persons, and dreadfully injuring many esulting in a damage of more than two hundred thouplosion of nitro-glycerine, or blasting oil.

According to information taken here (in New York),

hoxes of nitroglycerine, weighing about two hundred pounds, imported from the factory of Mr. Alfred Nobel,

power of the new chemical compound offering great ad-vantages, not only in the saving of labor of drill holes,

terday merning, and started immediately for Boon Saturday. On Thursday evening next a number of his friends propose tendering him a farewell suppor at the Malson Dorve. A meeting was held last even the Hone House to complete arrang ments, at which a large number of the boating celebrition of New York were present. The after promises to be a happy was. Conncilman Roberts is Chairman and J. H. Highin, Keq. Secretary of the Committee of Arrangements.

Murder Trial at Poughkeepste.

Murder Trial at Poughkeepste.

CONTICTION OF STEVENS FOR THE RILLING OF
M DERMOTT AT THE ROAT RACE LAST FULL.

Tocomerces, April 17, 1966.

In the County Court in this city to-day William R.
Stevens, one of the craw of the four-cared shell took
which was matched against a New York boat, in a race
opposite Poughkeepse, in July last, and who got into a
difficulty with a man named Thomas McDermott, on
the svening of the day of the race, which difficulty of masslaughter in the fourth degree, the jury strongly recommending him to the energy of the Court, Judge Wheatof
has reserved the sentence until come future time.